

SAPC-8653
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DISCUSSION WITH DETACHMENT B PILOTS
17 August 1956

25X1A9a

Present:

Mr. Houston, General Counsel

25X1A9a

Pilot Case Officer

25X1A9a

I would like to cover about three points here so there will be no misunderstanding. The first detachment had some misunderstandings about their contract. We don't want you to think that we are trying to pull a fast end run around you but we want to make it a straightforward understanding. I would like first to go into the legal aspects on per diem, food and lodging.

MR. HOUSTON: We have already gone over this and I think it is pretty well understood.

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As I understand it, in essence, food and lodging will be provided the pilots wherever they are, except when they are on leave. So at your base the military will pay for their own meals and lodging but you fellows will have a ticket.

Getting down to leave, what is the leave accumulation according to the contract for the pilots?

MR. HOUSTON: Thirty calendar days annually accruing at the rate of 2½ calendar days a month, a total of 60 days leave to be accumulated (leave continues to accrue while on leave).

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There is one sentence in the contract which says leave will be paid for by the Agency to an area approved by the Agency.

MR. HOUSTON: That is the transportation will be provided to and from such leave area as approved, but it is not specific as to the frequency or the leave area.

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25X6C

I will say this: the policy will be that your normal week-end leave, or say you are given a 62 hour pass by your Commander, will be to [redacted] and you will be transported there probably by your own C-54. Any distance from there, such as to Germany, Italy, or Spain, you will have to pay that transportation yourselves. Now, as to your coming back to the U.S., Mr. Bisell has stated that we will allow one return leave period to the ZI for an 18-month duty period. To be eligible to come back you will have to have served there at least 6 months overseas. Exceptions will be emergency leave, an emergency meaning extreme illness

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in your immediate family with the possibility of death. In this case, on your one trip to the ZI the Agency, or Project Headquarters, will arrange your transportation both ways. I will not qualify that further other than to say we will arrange if we can to get you on MATS, and if not we will have to see about other ways. Emergency leave will be the same. That is, if you take emergency leave and come back to the States for a period of 3 weeks or more, that constitutes your time back in the states. This would be about the same as the military regulations.

In summary, you are allowed one leave to the ZI with transportation paid both ways by the Agency every 18 months, with the requirement of 6 months overseas duty to be eligible for this leave. If emergency leave has to be taken, this will have to count as your one paid trip back to the ZI.

Pilot question: What about travel time? Are we considered on leave while traveling?

MR. HOUSTON: This brings up the question of compensation for injury or death while traveling for leave purposes. This would not be considered in the line of duty while traveling for leave purposes.

25X1A9a [REDACTED] I would like to discuss this a little. If we send you back military air we have to send you back on orders cut TDY with delay enroute. This would mean you would come back TDY and once in the States you would go on delay en route and on leave during that time. It seems logical that you would not start drawing leave coming back this way until you hit the States. If you came back commercial you would begin to draw leave the day you left your duty post. It seems only reasonable, and I talked this over with [REDACTED] and he agrees, that you could get the C-54 to Wiesbaden and take MATS from Wiesbaden.

25X1A9a Pilot question: What about priorities on military aircraft?

[REDACTED] This you would have to take normally with everyone else. There would not be a great deal of delay. If you can't get the Blueplate there is also a flight every day coming into McGuire.

25X1A9a This seems to be reasonable to me: If you come back military air you would travel on delay en route orders and when you hit the States you go on leave. When you hit the MATS terminal in the States, from there to your home will be your own expense.

25X1A9a [REDACTED] I would like to ask for clarification of one point in front of these gentlemen and that is on the leave they have just completed since finishing their training. It varies in number of days depending on when they left the Ranch. Bill, Frank and Sammy left the same day and were all required to be in here the same day. Was it not decided that they would be given one day travel time and 12 days

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delay en route?

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[REDACTED] That's right. Twelve days delay en route from L.A. to Washington. All above that would have to be charged to leave.

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[REDACTED] This leave, incidentally, will have to be advanced. In the case of some of the boys, 25 days were involved.

Pilot Question: Is there any way to cut our orders so we could ride MATS in the States?

25X1A9a

[REDACTED] While nothing is impossible, we would have to look into each case as it arises. We cannot promise this, but we will certainly look at each case to see what can be done. I don't know how it would be done other than if you come in on the Blueplate here TDY to this Headquarters. I don't see how we could put you on the MATS run, say from here to the West Coast.

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Pilot Question: Couldn't the orders be cut TDY to March AFB?

[REDACTED] I'm afraid that couldn't be done. You would have to show the reasons for it etc. As for getting out west from here, I don't want to say we can do this for you because we may not be able to. If you plan your leave far enough in advance and let us know, this will give us a chance to see what we can arrange.

Pilot Question: Then we should notify this Headquarters when we want to take leave instead of the Detachment?

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[REDACTED] No, you will ask [REDACTED] for leave and request that Headquarters be informed. After Headquarters gets the information, say you live in Oregon or somewhere on the West Coast, we will then start to look around to see what we can do.

Pilot Question: There won't be any possibility--on ordinary leave coming back here--of sending us TDY to this Headquarters and going on leave from here?

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[REDACTED] This is the way it will be. Your orders will read TDY to this Headquarters.

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[REDACTED] And their leave time will start when they hit here?

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[REDACTED] This is if they ride MATS. And that is the only way they can ride MATS. It is the best way for the Government anyway--it saves transportation and MATS is running anyway. All we do is give them an extra day, which is still cheaper than a thousand dollars for a commercial air ticket. If we have to buy their ticket, then their leave starts the minute they leave their place of duty. Is that clear?

(Everyone nodded agreement)

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25X6C

25X6C

[REDACTED] There is only one thing which I am not sure of in my own mind. I take it when you are at [REDACTED], when you are not on duty or actually working, when the C-54 goes to [REDACTED] for a week-end and back, you will be allowed to go along with the others and this will not be charged as leave. Is this correct?

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[REDACTED] This is the general assumption, although it is not spelled out in the contract.

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[REDACTED] But if you take off and go to Spain or Germany or elsewhere, it would have to be charged.

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[REDACTED] I understand that the boys will be on 24 hour recall and I understand that they are not being charged with leave.

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[REDACTED] This is just like it is in the military. You have to let the Commander know where you are and that you can get back in 24 hours. Then you must have official permission. This is the prerogative of the Detachment Commander because he is the one who can say that you can or can't go, and he is the one to judge if you can get back in time in case he needs you.

The only other thing I have to say is on operational aspects. Right now we are not too busy and you are going to have to take this in your stride if you can't be kept busy. We are only flying locally for a while. Try to make the most of it because we hope soon to start doing something else. We will be making some flights around the Mediterranean on some of the trouble spots that we will be watching.....25X1A9a

You fellows have made a wonderful showing so far, and [REDACTED] and his boys are the finest, so as a team you boys are right up there on top.

Pilot Question: There has been some talk about the dull periods. It is going to be pretty difficult for us to get to fly anything other than the Bird. Will there be any chance for us to fly some other aircraft, maybe a T-33, to keep up our proficiency in something other than the Bird?

25X1A9a

[REDACTED] There will be other aircraft assigned to the Detachment for its use. I expect the Detachment A boys will be paying you some visits and you may be visiting them.

MR. HOUSTON: How will this work--how will these boys report in when they are coming in to a field?

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[REDACTED] I am not up on this procedure but [REDACTED] Commander of Detachment A, is here and I will get him in here and he can tell us how these things have worked with Detachment A.

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[REDACTED] discussion with pilots followed./